

What is claimed is:

1. A front suspension for supporting a front wheel of a vehicle having a frame, the front suspension comprising:

5 a front fork having a pair of tines arranged in the right-and-left direction of the vehicle, and rotatably supported at a front end of the frame;

a pair of supporting arms, an end of each supporting arm being rotatably connected to the bottom end of each of the tines and the other end of each supporting arm rotatably supporting the front wheel;

10 a bottom bridge firmly connecting the tines to each other at substantially middle portions of the tines;

a cushion arm rotatably connected to the bottom bridge in a manner movable in the vertical direction;

15 a pair of push rods, the bottom end of each push rod being rotatably connected to a middle portion of each of the supporting arms and the upper end of each of the push rod being rotatably connected to the cushion arm;

first and second cushion units arranged in the right-and-left direction, and disposed between and connected to an upper portion of the front fork and the cushion arm;

20 a single spring for supporting a load exerted on the front wheel; and

a single damper for damping a vibration due to the single spring,

wherein the single spring is housed in the first cushion unit, and the single damper is housed in the second cushion unit.

25 2. A front suspension according to claim 1, further comprises an upper bracket for

supporting the upper ends of the first and second cushion units, the upper bracket being attached to the upper portion of the front fork,

wherein the upper bracket comprises: a flat plate portion arranged in a substantially horizontal state and having therein a pair of through holes extending in a substantially vertical direction; and projecting portions disposed near the pair of through
5 holes and projecting toward the top of the vehicle from the flat plate portion, and

wherein the upper ends of the first and second cushion units are connected to the projecting portions in such a manner that the first and second cushion units are respectively inserted into the through holes from the bottom of the vehicle.

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3. A front suspension according to claim 1, wherein the first and second cushion units are respectively covered by covers having the same appearance.

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4. A front suspension for supporting a front wheel of a vehicle having a frame, the front suspension comprising:

a front fork having a pair of tines arranged in the right-and left direction of the vehicle, and rotatably supported at a front end of the frame;

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a pair of supporting arms, an end of each supporting arm being rotatably connected to the bottom end of each of the tines and the other end of each supporting arm rotatably supporting the front wheel;

a bottom bridge firmly connecting the tines to each other at substantially middle portions of the tines;

a cushion arm rotatably connected to the bottom bridge in a manner movable in the vertical direction;

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a pair of push rods, the bottom end of each push rod being rotatably connected

to a middle portion of each of the supporting arms and the upper end of each of the push rod being rotatably connected to the cushion arm;

first and second cushion units arranged in the right-and-left direction, and disposed between and connected to an upper portion of the front fork and the cushion arm;

a main spring for supporting a load exerted on the front wheel;

a single damper for damping a vibration due to the single spring, and

an auxiliary spring which is smaller than the main spring,

wherein the main spring is housed in the first cushion unit, and the single damper and the auxiliary spring are housed in the second cushion unit.

5. A suspension for supporting a wheel of a vehicle having a frame, the suspension comprising:

a fork having a pair of tines arranged in the right-and left direction of the vehicle, and connected to the frame;

a pair of supporting arms, an end of each supporting arm being rotatably connected to the bottom end of each of the tines and the other end of each supporting arm rotatably supporting the front wheel;

at least one pair of links, an end of each link being rotatably connected to each of the supporting arms so as to move in accordance with vertical movement of the wheel;

first and second cushion units disposed between and connected to an upper portion of the fork and the other end of the link;

a single spring for supporting a load exerted on the front wheel; and

a single damper for damping a vibration due to the single spring,

wherein the single spring is housed in the first cushion unit, and the single

damper is housed in the second cushion unit.